

Amendments to the claims:

Claims 1-16: (canceled)

17. (new) A method for detecting knock in an internal combustion engine with multiple cylinders, comprising the following steps:

detecting knock in a selected one of the multiple cylinders when a detected and produced knock signal of the selected cylinder exceeds a reference level, wherein the reference level changes as a function of a sound level of the internal combustion engine, wherein an increase of the reference level is limited in consideration of a sound level of another one of the multiple cylinders or a sound level of all cylinders.

18. (new) The method for detecting knock according to claim 17, wherein limiting of the increase of the reference level takes place in consideration of a gradient, wherein said gradient is a measure of the change of the reference level.

19. (new) The method for detecting knock according to claim 17, wherein the increase of the reference level is limited when a cylinder-specific determined new reference level lies outside of a reference level range, wherein said reference level range is formed depending on the sound level of a single cylinder or all cylinders.

20. (new) The method for detecting knock according to claim 17, wherein the increase of the reference level is defined when a cylinder-specific, determined new reference level is greater than a predetermined value and said predetermined value is derived from a part of said sound level produced by a single cylinder or all cylinders.

21. (new) The method for detecting knock according to claim 17, wherein the increase of the reference level is limited when a gradient of a sound increase is greater than a predetermined value.

22. (new) The method for detecting knock according to claim 17, wherein a band range for limiting the reference level increase is determined from an average of the reference level of a single cylinder or of all cylinders plus an applicable threshold.

23. (new) The method for detecting knock according to claim 227, wherein a threshold for gradients is formed from an average value of gradients of a single cylinder or all cylinders plus an applicable further threshold.

24. (new) The method for detecting knock according to claim 17, wherein said number of said cylinders does not consist of all cylinders but only those cylinders satisfying a predetermined cylinder selection criterion.

25. (new) The method for detecting knock according to claim 24, wherein said predetermined cylinder selection criterion for each of said cylinders is based on a magnitude of a contribution to said sound level of the internal combustion engine from each of the cylinders.

26. (new) The method for detecting knocks according to claim 24, wherein the cylinders are divided into groups, one of said groups including cylinders generating a greatest amount of sound and another said groups including cylinders generating a least amount of sound.

27. (new) A device for detecting knock, comprising:
at least one processor, wherein the device is a component of a control unit of an internal combustion engine, wherein the device performs the method as defined in claim 17.